

TCR Program – Application Approval Project # 30 - May 2005

Marin / Sonoma Implementation of commuter rail passenger service from Cloverdale south to San Rafael and Larkspur in Marin and Sonoma Counties.

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$176,600	<i>TCRP Funds covered by application:</i>	\$7,700
<i>Total TCRP Funds Available:</i>	\$37,000	<i>Phases(s) covered by application:</i>	1,3
<i>Lead Agency:</i>	Sonoma Marin Area Rail Transit District	<i>Implementing Agency:</i>	Same

TCRP allocations approved (as of March 1, 2002): \$7,700

Advance approved: \$250

for Phase(s): 1

for Phase(s): 1

Project Summary: The ultimate project is to establish a commuter rail operation in Sonoma and Marin Counties on existing rail right of-way. This service will operate on former Northwestern Pacific/Southern Pacific (SP) tracks from Cloverdale to San Rafael now owned by Northwestern Pacific Railroad Authority and North Coast Railroad Authority.

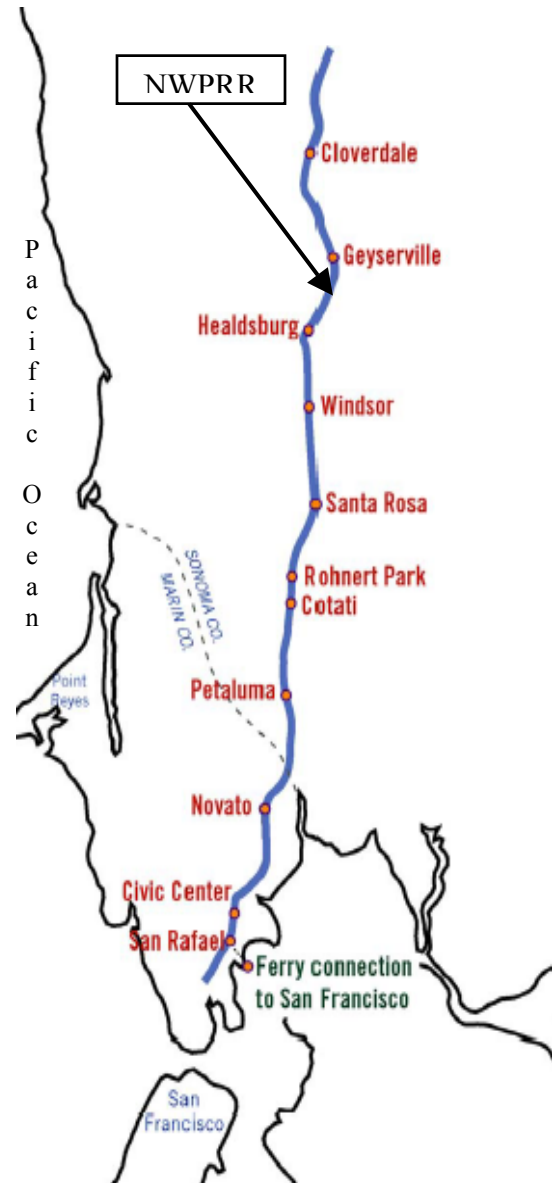
Prior TCRP Action:

- Original Application was approved on December 6, 2000 (Resolution TA-00-03).
- An application amendment to update the project schedule and funding tables was approved May 26, 2005 (Resolution TAA-05-04).
- An allocation amendment to redistribute \$150,000 in allocated funds from Phase 1 to Phase 3 was approved May 26, 2005 (Resolution TFP-05-04).
- Re-allocation of lapsing funds was approved December 15, 2005 (Resolution TFP-05-18).

Status of Conditions: The following conditions were set forth under Resolution TA-00-03, and remain in effect:

- The Sonoma-Marin Area Rail Transit (SMART) District will coordinate proposed improvements and operation of the commuter line with the North Coast Railroad Authority's (NCRA) proposed improvements and operation of freight line.
- The SMART District will develop an operating plan identifying funding for operations and maintenance of the proposed rail service. Said plan will be submitted as part of future project applications for later phases of work.
- The SMART District must assess the impact of implementing the proposed commuter rail service and its effects, if any, in triggering the repayment of part or all of the \$12 million federal Q-fund loan that was used, in part, to acquire the right-of-way between Willits and Schellville; and
- Should the SMART District determine that the proposed commuter rail service trigger repayment of a portion or the entire Q-fund loan, the SMART District will work with the NCRA to develop a funding plan to ensure the loan can be repaid in full by 2013.

Discussion/Issues: None



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Page 2 of 2

Cost and Schedule (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Obtain a project manager, preliminary engineering and completion of an EIR/EIS documents	11/00	1/07	\$8,750
2	Project plans and specifications	7/06	7/07	\$42,000
3	Station land Acquisition	1/03	7/07	\$9,050
4	Construction: track, bridges, signals, sound walls, maintenance, facility and stations Procurement: Rolling stock acquisition	7/07	9/09	\$279,200
Total:				\$339,000

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$7,550		\$150		\$7,700
		Proposed		\$22,700	\$6,600		\$29,300
SCTA	Local	Committed	\$1,200	\$19,300		\$2,500	\$23,000
		Proposed					
RM2	Local	Committed				\$35,000	\$35,000
		Proposed					
TEA-21	Federal	Committed					
		Proposed			\$2,300		\$2,300
New Starts	Federal	Committed					
		Proposed				\$25,000	\$25,000
Prop. 116	State	Committed					
		Proposed				\$28,000	\$28,000
SMART Sales Tax	Local	Committed					
		Proposed				\$188,700	\$188,700
	Totals:	Committed	\$8,750	\$19,300	\$150	\$37,500	\$65,700
		Proposed		\$22,700	\$8,900	\$241,700	\$273,300
		Totals:	\$8,750	\$42,000	\$9,050	\$279,200	\$339,000